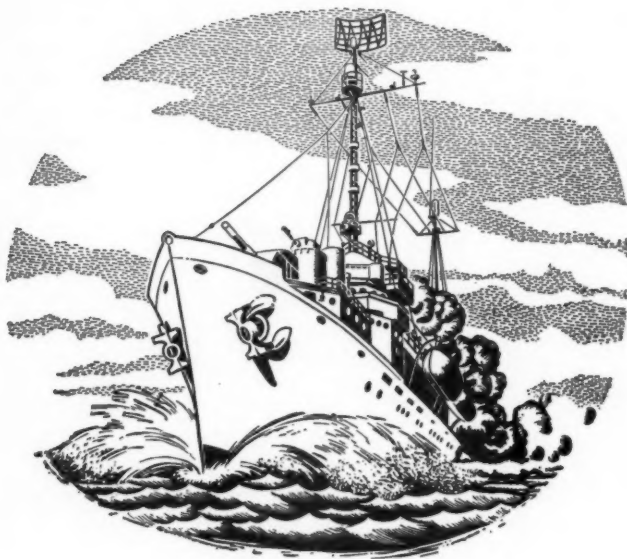


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U.S. COAST GUARD BULLETIN...



Washington, D. C.—October 1950

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Organized Coast Guard Reserve Is Established; 27 Port Units Planned

The President's signature upon the Federal omnibus appropriation bill in early September assured the Coast Guard that its plans to spend up to \$1,000,000 for the establishment of an organized Reserve training program could go forward.

Although the Coast Guard failed in its money objective—to obtain \$4,100,000 for the first year of Reserve operation—the smaller appropriation itself was no small victory. It was the first time since it was organized, in 1941, that the Reserve has been earmarked for training funds; heretofore practically all training was on a volunteer basis with the regular Coast Guard furnishing personnel and facilities “when available.”

Actually the appropriation appeared to be a foregone conclusion even before final congressional action was taken; consequently preliminary steps to get the Reserve program underway were well advanced when White House approval was given.

In its original estimate of manpower requirements, the Coast Guard proposed to begin Reserve training with 1,900 officers and 6,000 enlisted men, and gradually build up until 2,469 officers and 26,645 enlisted men were available for initial mobilization assignments. Training envisaged active duty for a number of Coast Guard specialties, coupled with drills and correspondence courses. The organized trainees would be drawn from the existing volunteer reserve, of which all reservists initially are members.

Within the limitations of its appropriation the Coast Guard now plans to train about 362 officers and 2,722 enlisted men during the current fiscal year.

Most of these training assignments, ranging from drills to “duty aboard,” will be devoted to port security. For this type of duty there will be 287 officers and 2,240 enlisted men, who will form into 27 port security units around the Nation. The number of such units, 27, does not mean necessarily that 27 ports would be manned by these security personnel.

Port security comprises the enforcement of safety regulations for the protection of waterfront facilities and vessels in harbors; the prevention, detection, and fighting of fires in harbor areas; supervising or handling and storage of explosives and other dangerous cargoes; implementing pertinent sections of the Espionage Act; controlling the movement and anchoring of vessels in harbors; boarding and examining vessels entering United States ports, and controlling the entry of personnel to harbor areas through the issue and examination of identification cards.

The problem of port security and how it was to be met undoubtedly did much to set up the new Organized Reserve. Vice Admiral Merlin O'Neill, the Commandant, testified during a Senate hearing on the appropriation that port security was the most important of several suggested training categories. This point also had been made by ex-Secretary of Defense Louis Johnson, who called it “vital to national defense,” Secretary of the Treasury John W. Snyder told the Senate committee, “I cannot emphasize too strongly the imperative nature of this



COAST GUARD UNIT MARCHES AT BENEFIT GRIDIRON CLASSIC

Thousands of appreciative spectators gathered in Kezar Stadium, San Francisco, for a benefit football game between the San Francisco 49ers and the Washington Redskins, cheered and applauded when this Service color guard and marching unit participating in pregame exercises. The Coast Guardsmen were drawn from the *Escañaba* and the Coast Guard Base at Alameda.

task." The latter added that the program would make use of Navy facilities, but "there will be no duplication with duties or facilities of the Navy or of other services."

In addition, 25 officers and 58 enlisted men are slated for aviation training. A total of 324 enlisted men will receive training in sonar, radar, gunnery, and electronics. About 50 officers and 100 enlisted men will be trained for general assignments.

Although launching the actual training program itself is a major administrative problem, the question of manpower in what amounts to a reactivation of the Reserve does not have a ready solution.

Testimony given before the Senate com-

mittee showed that the inactive Reserve has comprised slightly more than 4,000 officers and about 425 enlisted men, or about 10 officers to every enlisted man. Inasmuch as the Reserve goal for initial mobilization is less than 2,500 officers, emphasis now must go to building up the enlisted reserve.

The Commandant told the committee that the Coast Guard has a reservoir of approximately 200,000 veterans who saw service at one time or another during World War II. These include former regulars, reservists, and SPARS. Since World War II, the former enlistees are leaving the "young" category and have taken on domestic responsibilities, which means their availability for prolonged

military service is lessening as time goes on.

The Coast Guard anticipated, of course, that a heavy percentage of the former enlisted personnel would not find it readily convenient to join the Reserve training program, coupled with the fact that "quite a few" of those eligible have transferred to reserves of other Armed Forces to take advantage of active training being offered. In the meantime, too, a substantial number of former enlisted veterans have increased their qualifications to the point where they may be "officer timber."

All in all, it is believed, enlisted veterans will form the nucleus of the enlisted reserve by reason of experience and training, but eventually younger, untrained men and women must be found to meet any expansion. In any event, this step probably will not come until all Coast Guard veterans have been given the opportunity to be heard.

This expectation was proved, in part, by the initial response to post card questionnaires now being mailed at a rate of 2,000 daily to all ex-Coast Guardsmen, who are asked to indicate whether they are interested in entering the Reserve.

The first day's mailing was clocked at 20,000 letters in the hope that a trend could be established early. About 25 per cent of the returns indicated interest. A considerable number reported they would be ready in the event of war, but could not participate now because of home responsibilities. Former SPARS replied almost in unison that they are now married and mothers.

The Reserve should be expanded with discretion, Congress warned. The Senate committee urged that "because of the specialized duties of the Reserve and the desirability of training younger personnel who present an important potential value in times of emergency * * * careful selection (should) be made of its membership." It added, however, that "it realizes of course the importance of having some personnel in the Reserve who because of previous or present membership possess certain knowledge and

experience vitally needed in the training program."

The justifications for the 1952 Reserve program, the committee concluded, should contain a complete plan of operations "with particular emphasis placed on Port Security."

Potential reservists are being informed that the age limit is 45 years, and that they must hold an honorable discharge either from the Coast Guard or Reserve. Enlistments will be made at the same or equivalent rating held at discharge. Training may include organized or volunteer units for one night a week instruction or drill, by individual correspondence courses, and short intervals of active training duty, or combinations of these. The possibility of extended active duty in the near future is cited.

Identification Card Good Only for Identification

The new Armed Forces Identification Card, soon to replace existing like Coast Guard cards and eventually render them invalid, is not considered a pass to enter Service stations or buildings, to have access to all classified information or to receive welfare benefits at every station. It does, however, assist in identifying the bearer to facilitate a legitimate mission, although other identification at times may be required.

As previously announced, the new card will carry various color combinations to distinguish active duty and retired personnel as well as reservists on inactive duty. Each will carry a photograph laminated between two sheets of plastic.

The card is prepared in a style and of a material intended to make counterfeiting difficult. Such a device is not fool-proof, authorities explained, because cards may be lost or stolen, and can be duplicated after a fashion by skilled persons.

Two metal identification tags must be worn by all active duty personnel while afloat or serving in aircraft. These may be retained by those discharged or separated under honorable conditions.

Glacier Priest, Advised To Take Rest, Joins Bering Patrol Instead

"It's time for you to take a rest," physicians warned Father Bernard R. Hubbard, S. J., geologist at the University of Santa Clara, Calif.

The reply of the world-famous Glacier Priest was typical: "Fine! Now I can get back to *my* Coast Guard again."

And so it was, later last spring, that Father Hubbard—a veteran of 24 years' exploration in Alaska "rejoined" the Coast Guard for the 1950 Bering Sea Patrol aboard the icebreaker *Northwind*. Actually his Armed Forces chaplaincy was reactivated, but his reassignment was accompanied by a warm invitation from the *Northwind* skipper, Captain Earl K. Rhodes, who had been a shipmate of Father Hubbard on the old cutter *Northland* in the middle '30s.

When he is not attending to the spiritual needs of the *Northwind* crew, Father Hubbard is "vacationing" by attempting to finish a most ambitious project—a thorough picturization of Coast Guard activities in Alaska and to release results in a sound-on-film documentary.

The priest made several Alaskan cruises with Admiral Fred Zeusler and other noted Coast Guard skippers in northern waters, during which times he shot over 100,000 feet of film. Much of this footage has been used by major motion picture and newsreel companies. On the current trips, according to recent reports, he had used over 10,000 feet of 16 mm. color film of the *Northwind* refueling isolated lighthouses, lifeboat stations and Loran outposts and general activities in and around the Alaskan Gulf, the Bering Sea and Arctic Ocean.

This late film will be coupled with footage made years ago aboard the *Northland* and then released as a 90-minute sound film. One of its objectives will be to show modern efficiency, equipment and engineering as opposed to cutters' work some 20 years ago.

Before leaving the university, where he has served since 1926, Father Hubbard

had worked hard to finish documentary films on Arabia, Japan, China, India and other areas he recently photographed. Also, he was finding time to appear before the Senate Committee on Insular Affairs and give his views on proposed statehood for Alaska, as well as continuing his "one night stands" traveling and lecturing around the Nation. He is 61 years old.

Father Hubbard's high regard for the Coast Guard has been evidenced on numerous occasions in his lectures, film commentaries, and writings. His interest was commended by the late Vice Admiral R. R. Waesche, with whom he enjoyed a long friendship. During World War II his advice and observations concerning Alaska were of considerable benefit to the Armed Forces. He later served under the late General George Patton, Jr., in the European Theater.

Father Hubbard is a native of San Francisco. He has been a member of the Jesuit Order since 1908, and holds degrees from several universities and colleges both in this country and abroad.

He has studied volcanology at Aniakchak, glacier geology throughout Alaska, meteorology and oceanography in the Bering Sea and Arctic Ocean, ethnology by tracing Asiatic migration to North America, anthropology by locating buried village sites of stone age man, ichthyology by studying salmon runs, and paleontology by discovery of new genera fossil Jurassic marine life in Katmai.

Ensigns for Sea Duty

The policy of continuing ensigns on sea duty for 3 years following graduation from the Coast Guard Academy has not been changed, Headquarters announced. With exceptions, Academy ensigns will not be detached from regularly assigned units to perform temporary duty ashore in connection with the functions of any shore establishment.

Delaware Breakwater Light Station has been made automatic, and the fog signal and candlepower have been changed.



FAMOUS "GLACIER PRIEST" JOINS BERING SEA PATROL

Father Bernard R. Hubbard, S. J. (left), who has gained an international reputation for studies of Alaska and his lectures and commentaries on Alaskan subjects, welcomed the opportunity to join the Northwind crew on the 1950 Bering Sea Patrol upon invitation of the commanding officer, Captain Earl K. Rhodes. He shot considerable motion-picture film on the trip to complete a proposed 90-minute production on Coast Guard activities.

Commandant Is Named To Aviation Committee

Vice Admiral Merlin O'Neill, Commandant of the Coast Guard, will help establish the general program and policies of the new Daniel and Florence Guggenheim Aviation Safety Center at Cornell University, an independent organization dedicated to promoting aviation safety research.

The Commandant will serve on the Guggenheim Foundation committee headed by H. F. Guggenheim and including among its members Lt. Gen. Lawton Collins, United States Army chief of staff, Vice Admiral J. H. Cassady, deputy chief

of Naval Operations, and Gen. H. S. Vandenberg, United States Air Force Chief of Staff.

The program will engage in research on such matters as improvement in the design and operation of aircraft, improved ground facilities, better weather information and other flight safety aids, and studies of human physiology in relation to flight.

Commander W. B. Scheibel, executive assistant in the Search and Rescue Agency at Headquarters, has been appointed to the executive committee which will supervise the Center's activities directly. The Center is a part of Cornell University.

Coast Guard Receives Authority To Expand In Event of Emergency

The official reaction of the Coast Guard to the present unsettled international situation was explained in part in September, when Under Secretary of the Treasury E. H. Foley, Jr., then Acting Secretary, asked Congress for authority to use the draft, call up reserves and extend enlistments for a period of 12 months.

Both the Senate and House passed the bill with almost a minimum of discussion, despite a heavy legislative program, and the President's signature was affixed with equal speed.

The Coast Guard, Mr. Foley explained, operates under the Department of the Treasury in peacetime and heretofore has not been covered by laws allowing other military services to take these 3 mobilization steps.

In his letter to Speaker of the House Rayburn, Mr. Foley stated, "The existing situation in which units of the Armed Forces of the United States are engaged in combat in support of the United Nations will, unless the action is promptly terminated, inevitably make necessary an expansion of the personnel strength of the Coast Guard.

"It is vital that authority for expansion of the Coast Guard be provided," he added, "in order that the Service can be prepared to implement any emergency plan assigned to it with a minimum of delay. For that reason the proposal is submitted with the recommendation that it receive immediate consideration."

Mr. Foley explained that a new law authorizing the President to impose restrictions on anchorage and movement in United States waters of foreign-flag vessels will confront the Coast Guard with an "immediate need" for additional personnel, both trained and untrained. He said this is a "concrete indication" of the kind of new duties that the Coast Guard can expect in the present emergency.

Specifically, the new law (1) amends

the Selective Service Act of 1948 so as to authorize the induction of personnel into the Coast Guard; (2) amends existing law so as to authorize the President to order members of the Coast Guard Reserve and retired Coast Guard personnel into active duty for a period not to exceed 21 months, and (3) authorizes the President to extend current enlistments for a period not to exceed 12 months as has already been done for the Army, Navy, and Air Force.

Speaking for the bill in the Senate, Senator Cain pointed out that "these additional duties will require some additional personnel almost immediately." He said even though the President has the authority to transfer the Coast Guard to the Navy, this procedure would not automatically allow the Service to receive inductees unless the Selective Service Act was amended.

Auxiliary Reports 6,259 Boats, 12,202 Members

In August, the Coast Guard Auxiliary numbered 6,259 vessels and 12,202 members, with the heaviest concentration in the Ninth District. The Cleveland office reported 2,606 members and 1,233 vessels, leading all districts as well with the largest number of radio stations, 23.

The Eleventh District reported the largest number of planes, 87, to boost the all-district total to 314. Radio stations numbered 159.

The Thirteenth District completed the best average—in facility inspections, with 379 completed out of a possible 428 for a standing of .886. The Eleventh District was second with .857.

The Third District completed 2,123 courtesy inspections to lead the second-place Ninth District by 423.

Recent announcements of the discontinuance of Loran in the far North do not refer to the standard Loran system providing coverage to ships and aircraft in the North Atlantic, Pacific, or Bering Sea. All Loran rates listed in Aids to Navigation Memorandum No. 4-50 remain in operation.

Headquarters Party Travels 26,600 Miles On Pacific Inspection

The routine existence of Coast Guardsmen fighting loneliness and monotony at isolated stations in the Pacific was broken somewhat in August, when a Headquarters inspection group headed by the Assistant Commandant, Rear Admiral A. C. Richmond, traveled approximately 26,600 miles throughout the area to "learn the score first-hand."

The visitors from Headquarters had more than one objective in view during their 19-day stint, but the principal idea was that Headquarters personnel would exercise a more enlightened supervision of far away stations if they had a personal knowledge not only of physical layouts of installations but of the officers and men who use them—plus the factors underlying the efficiency of both.

That the extended trip was a success from practically every standpoint was the unanimous recommendation of the returning group that annual visits to outlying Coast Guard installations should be the rule instead of the exception. It sug-

Disaster Listener Says Service Radio Use "Tops"

A member of the San Francisco Yacht Club who followed rescue work by listening to radio communication has praised the performance of *Gresham* communications personnel in the tragic collision involving the freighter *Mary Luckenbach* and the Naval Hospital ship *Benevolence* 4 miles off San Francisco.

L. B. Kennedy wrote the commander of the Twelfth District that he had listened to nearly all radio channels in use, both code and voice, for more than 7 hours. He commented that the *Gresham* in particular contributed "an outstanding job of communications among all units ashore and afloat" and furthermore that her operating technique was "calm and collected, yet expeditious, while their signal clarity was the highest of all."

gested specifically that representatives of Operations, Engineering, Personnel, Finance & Supply, Program Planning and "such others" directly interested at the time should attend these inspections.

In addition to Admiral Richmond, the party was composed of Captain F. T. Kenner, chief of Program Planning Division; Captain I. E. Eskridge, chief of Finance & Supply; Captain R. M. Ross, chief of Aids to Navigation Division; Commander N. W. Sprow, chief of Military Morale Division; Commander L. E. Brunner, assistant chief of Electronics Engineering Division, and Commander G. R. Evans, chief of War Plans Section.

A top priority subject in all discussions with Coast Guard units was the question of morale. The inspections were kept on an informal basis so that everyone concerned had an opportunity to speak freely, review local problems, and make suggestions. Although the inspectors generally were satisfied with what they saw and were told, there was evidence that the matters of personnel distribution and "on time" rotation would receive special consideration in Headquarters planning.

The party's completed itinerary showed visits to 1 Area office, 3 District offices, 1 Section office, 1 air station, 3 air detachments, 5 Vessels, 13 Loran stations (2 from the air), in addition to conferences with top-ranking officers of other military services throughout the Pacific—including General Douglas MacArthur in Japan.

The group departed from Washington by air on the night of 31 July, and arrived in Long Beach, Calif., the following morning for an inspection of installations in the Long Beach-Wilmington-San Pedro area. That night the trip was continued by air to Honolulu, which was reached the morning of 2 August. There the inspectors were joined by Captain J. E. Whitbeck, commander of the Fourteenth District, and Lieutenant Commander V. L. McLean, District finance officer, on the continuing trip to Kwajalein.

Losing a day, for the record only, by reason of crossing the international date line, the visitors were met at Kwajalein



LIFEBOAT STATION CREW ACTIVE IN BENEVOLENCE DISASTER

When the ill-fated Navy hospital ship *Benevolence* collided and sank near San Francisco, Boatswain Charles V. Cowing (right), commanding officer of the Fort Point Lifeboat Station, and his crew aboard a 36-inch motor lifeboat were credited with being first on the disaster scene. At one time they picked up 50 survivors for transfer to the damaged freighter *Mary Luckenbach*.

by the Naval commander of the Marshalls and then transferred to a Navy PBM for a flight over Bikati and a water landing at Roguron. The next morning they went from Kwajalein by surface craft to Kwadack, then returned to board their Coast Guard plane for a fast trip to Guam. On the morning of 7 August Admiral Richmond and his group traveled by boat to Cocos Island, where the Loran transmitting station is being rebuilt following its complete destruction by typhoon "Allyn," and then concluded the day by an automobile trip to the Coast Guard Depot and vessels in Apra Harbor.

On 8 August they departed Guam by Coast Guard PBV for a visit to Saipan and on to Ulithi Atoll, where a landing

was made on an abandoned airstrip on Falelop Island. At this point the trip slowed to a snail's pace as the Headquarters party spent nearly 3 hours en route to Potangeras Island by DUKW to spend the night. The next day they returned to Falelop, stopping at Mogmog Island to visit the native king and his village, and came back by PBV to NAS, Agana, Guam. On the same evening they were joined by Commander J. P. White, commander of the Western Pacific Section, and departed for Sangley Point, Republic of the Philippines.

Bad weather sent them to the Manila International Airport instead on the morning of 10 August, but the Commander of Naval Forces furnished both



SUNKEN NAVY HOSPITAL SHIP AS VIEWED FROM HELICOPTER

Early in the morning, after a heavy fog had lifted, a Coast Guard photographer boarded a Service helicopter to take this dramatic shot of the USS *Benevolence*, her cross visible in the water, as she lay near the entrance of the Golden Gate and San Francisco Bay. The white objects are lifeboats.

land and water transportation to reach Sangley Point. Subsequently the same bad weather canceled a proposed trip to Naule Point Loran station.

On 11-12 August they visited Tarumpitao, Palawan Island, again taking to a DUKW, and made a water landing at Talampulan.

On 12 August they left Sangley Point for Ichi Banare, Okinawa, arriving safely at the Kadena Air Force Base. A Coast Guard LCM was used for the 10-mile run through open water to Ichi Banare for an overnight stop. They departed from Kadena the next morning and arrived at Iwo Jima about noon, continuing on to Hanoda Air Force Base, Tokyo, in the early evening.

Three days, the longest stop of the trip, were spent in Japan. There Admiral

Richmond called upon Gen. MacArthur and high Naval officers. At Yokosuka they boarded the Japanese motor vessel *Nor'Easter*, operated by the Japanese equivalent of the U. S. Coast Guard (Japanese Maritime Safety Agency) for an overnight visit to O'Shima. They returned 16 August to Tokyo.

Bad weather again cancelled another leg of the trip, this one for Attu in the Aleutian Chain, so the Headquarters group left for San Francisco via Wake Island and Honolulu and there conferred with the commander and staff of the Twelfth District. The journey was completed 19 August upon return to Headquarters.

Statistics showed the party traveled 22,979 miles by R5D and an additional 3,628 miles by other transportation.

Coast Guard Icebreaker Sails Within 445 Miles Of Pole To Set Record

The State Department announced that the Coast Guard icebreaker *Eastwind*, which had undergone extensive repairs following a collision, had pushed within 445 nautical miles of the North Pole on a summer supply trip to weather stations in the Arctic. "This is believed to be the northernmost point in the western hemisphere reached by any ship under its own power," the announcement said.

The *Eastwind*, last reported taking trial runs from her home port in Boston, and the Navy icebreaker *Edisto*, plus 2 cargo ships, sailed into the Arctic in mid-July to carry supplies to 3 remote weather stations operated jointly by the United States and Canada.

The *Eastwind's* most northern point was 82 degrees, 36 minutes, 45 seconds latitude; this was reached when she passed the northeastern tip of Ellesmere Island. At Alert, on Ellesmere Island, is a station set up last spring by aircraft. En route to this station, the icebreakers proceeded through polar pack ice up to 30 feet thick. More favorable conditions were encountered in taking supplies to stations at Resolute Bay, Cornwallis Island, and Eureka, on Ellesmere.

The icebreakers carried 3 helicopters and were furnished long-range air support by a Canadian Air Force plane from Halifax, N. S. Ships of the expedition were commanded by Navy Captain G. E. Peterson. The *Eastwind's* commander is Captain O. A. Peterson, USCG.

The Coast Guard will not be required to furnish 2 whaling inspectors for a forthcoming and widely publicized whaling expedition, owing to "certain changes in plans."

Rear Admiral Wilfrid N. Derby, formerly Superintendent of the Coast Guard Academy, was retired 1 September in the grade of vice admiral. He had completed 40 years' service prior to 1 October 1949.

Captain Roland Heads Academy Cadet Corps

Captain Edwin J. Roland, former commanding officer of the *Taney*, has assumed his duties as commandant of cadets at the Coast Guard Academy. He succeeds Captain Carl B. Olsen, newly assigned chief of Headquarters' Aviation Division.

Captain Roland, who also was named assistant coach of the football team, was graduated from the Academy in 1929. In 1931 he played quarterback on a Coast Guard eleven which won the President's Cup. He was the first skipper of the *Mackinaw*, and later was chief of staff of the Ninth District. During World War II he commanded a division of destroyer escorts.

Service Demonstrates At National Air Fair

The Search and Rescue section of the First District participated, with other services, in the National Air Fair at Logan International Airport, Boston. The event was sponsored by the Air Force Association.

On 2 consecutive afternoons the Coast Guard demonstrated the flight characteristics of helicopters, followed by a simulated rescue from a rubber liferaft in full view of spectators. Then a PBV was seen in a jet-assisted take-off.

Japanese Mine Caught

A 500-pound Japanese mine, later discovered to have been unarmed automatically after breaking away from an unknown mooring, was hauled aboard a Seattle purse seiner and dumped out on the deck to the consternation of a crew of four.

Afraid to drop the mine back in the water, the crew gingerly lashed it, radioed the Coast Guard for advice and took off through rough water for Grays Harbor. There the 73-foot fishing vessel was anchored well off shore and the crew removed. The Coast Guard then hoisted the mine ashore and a Navy mine disposal crew carefully blew it up.

Plane Returning From Mercy Run Called Back By Second Emergency

Buffeted by high winds, a Coast Guard PB4Y2 from the Barber's Point Coast Guard Air Detachment, Oahu, landed safely at Honolulu Airport on a night in August with 2 civilians picked up at Midway Island for emergency hospitalization.

The mercy mission from Honolulu to Midway was given to the Coast Guard when no commercial plane with a fuel supply equal to the long water-flight was available. A 55-year-old employee of the Commercial Pacific Cable Company on

Midway was reported to be suffering an acute attack of appendicitis.

The Coast Guard plane, piloted by LCDR I. H. McMullan and carrying a Navy hospital corpsman to attend the sick man, completed the first leg to Midway without incident. Two hours and 400 miles after leaving Midway, another message was received from the Island that a CAA employee had fallen from a roof on a concrete runway and had sustained numerous fractures. No doctor was currently available.

The plane returned promptly for the second pick-up and carried both patients to Honolulu for transfer to local hospitals.



COAST GUARD COOK OUTSCORES WOMEN IN BAKING CONTEST

A Coast Guard cook, Walter N. Russell, stationed at the Marshfield, Mass., Service radio station, calmly walked off with the blue ribbon and first-prize certificate at the Marshfield Fair for the best entry in a pie-baking contest. Here Russell samples the "proof of the pudding" while some of the defeated contenders (all women) watch with envy. The pie? Oh . . . cocoanut cream, topped with feather-light meringue.

Early Dispatch of Flood Observer Recommended

Coast Guard flood relief operations conducted recently in the Grand Forks, N. Dak., area have demonstrated the advisability of sending an experienced officer into the field as soon as information that a flood is imminent is received. Such is the report and recommendation of the Second District.

An officer arriving early in an area threatened by flood is in a position to evaluate the changing situation, the report said, and thus can put a minimum of personnel and equipment at the more strategic locations.

A thorough analysis of Service operations in the North Dakota disaster indicated that relief work can be seriously hampered by lack of mobile equipment, particularly trucks and personnel carriers. Even though men and equipment should be flown into disaster areas, it was shown, mobile equipment should be furnished as rapidly as possible. The economy of hiring local vehicles when district transportation is not immediately available was advanced for consideration.

Another recommendation called for the substitution of foul weather gear and hip boots. The usual knee boots were termed unsatisfactory. Complete sets of spare parts for outboard motors, subject to considerable repair because of hard usage, were called a "must."

A San Fernando, Calif., owner of a 62-foot tugboat reported it stolen. The Coast Guard searched 3 days. The hunt was called off when it was learned the craft had never left its mooring—it was just overlooked!

PHS Medical Officer Is Lauded for Fast Work

Clifford E. Nelson, senior surgeon, United States Public Health Service, and medical officer at the Coast Guard Base, Alameda, Calif., has been recommended by the commander of the Twelfth District for a Commandant's citation as a result of his contribution following the *Benevolence* disaster off San Francisco.

Dr. Nelson was at the Infirmary when he saw men running to the small boats in answer to a crash call. Believing more manpower was needed, the doctor ordered four patients to don dungarees and, with a hospital corpsman volunteer, they loaded a boat with first-aid gear and were soon underway.

Minutes later the radio reported some 500 persons were in the water, thereby justifying Dr. Nelson's precautions. The hurriedly gathered detail then unlashd rafts and a boat, tied lifejackets together, stacked blankets and foul-weather gear for ready use and posted lookouts.

Later 3 of the detail transferred to an army tug, carrying first aid gear with them, and immediately began to treat 12 men suffering from shock and exposure. Three others were already dead. While the tug worked through a fog seeking other survivors, the Coast Guardsmen set up a systematic checklist to record identities and personal data and to list all valuables found. Fifty-nine survivors were landed along with the valuable records for the captain of the port and personal belongings for a waiting Navy chaplain.

Later the detail drove to the local Marine Hospital to offer assistance. The patients suffered no ill effects, Dr. Nelson reported upon their return to Alameda.

Now Hear This!

The 1950 National Convention of the Coast Guard League, originally planned for San Juan, P. R., will be held instead at Atlantic City, N. J., on November 16-18. A poll of the membership indicated the unsettled international situation would result in a greatly reduced attendance in Puerto Rico.

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